

shareholders. This has been often demonstrated before coroners' juries and local magistrates.—1. In the non-provision of an efficient staff of working servants to do what is required, and a still worse inefficiency, of intelligent superintendents, to see that all that is required is done, and for the prevention of all that ought not to be done; 2. In the deficiency of "sidings" at stations, for the placement of all trucks and carriages, off the rails, which are not in actual time employ; and it is imperative that adequate sidings should be on both sides the railway; 3. By the crowding of lines, from distant railways running on to one terminating rail. All these evils, Sir, are to be amended: but how? Simply, by making their continuance more expensive than their rectification. Thus,—let a fine of 1,000*l.* be imposed and summarily levied, on conviction, for each and every collision or catastrophe occurring on any line; it being proved to have been caused from the neglect or dereliction of the duty of any servant or servants of the company, or the nonprovision of requisite means for safety; and a further fine of 50*l.* to be paid to each and every individual receiving an injury, the consequence of such collision or catastrophe; and in case of death ensuing, a fine of 1,000*l.* These fines to be no bar to compensation for medical attendance, loss of time, &c. Then, Sir, to endeavour to insure the proper distances between trains: for every five minutes a train may start after the stipulated time for its so doing, a fine of 20*l.*; and for every five minutes a train shall arrive too late at its ultimate destination, the sum of 5*l.*; unless it be shown to have been caused by accidental circumstances over which the company's servants could have no control. Let these, Sir, be put strictly into force, and depend on it, we shall hear no more of these infamous railway collisions. I do not haggle about the amount of the penalties, the object being to make it more expensive to companies to destroy the lives and mutilate the limbs of their customers than to preserve them; in fact, Sir, just to reverse the present state. Do this, and the end will soon be accomplished; for with railway directors it is quite a matter of commerce. Cupidity has no conscience; avarice no humanity! The travelling community of England have no choice as to the mode of travelling. Acts of Parliament have ordained it shall be by railways; and yet the present Government has refused to issue any decree, or to institute any inquiry as to a means to enforce due provision for their safe conveyance; and this is a Government rejoicing in the appellation of "Protectionist."

AN INHABITANT OF MAY-FAIR.

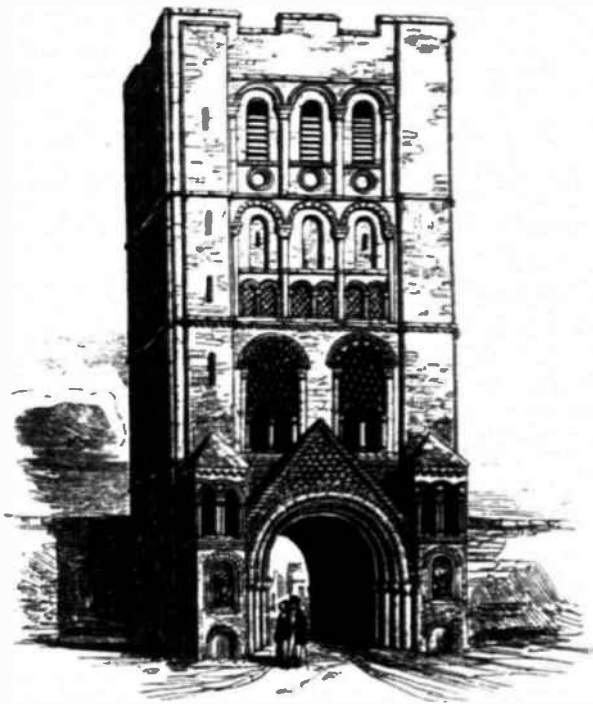
THE NORMAN TOWER, BURY ST. EDMUND'S.

THE restoration of this interesting Norman gateway is now completed, and the committee have terminated their labours by voting a testimonial to Mr. S. Tymms, who has acted from the commencement as honorary secretary. The first report of the late Mr. Cottingham, from whose design the works have been done, is dated 1842. This showed the eminently dangerous state of the fabric, and, but for the precautionary measures which were soon afterwards taken, it is probable that the tower would have become a heap of ruin. The writer of a historical notice of the tower published in aid of the restoration, in 1846, thinks it probable that the tower was erected by Abbot Baldwin, who built the Abbey Church there, consecrated in 1095. William the Conqueror gave Baldwin permission to take as much stone as he needed from the quarries at Barnack, in Northamptonshire, and exempted it from toll or duty.

"The poet Lydgate, a monk of Bury, in 1440, says the new Church was built with
'Ston brought from Kane out of Normandy,
'By the sea, and set up on the strande
At Rattlydene, the one carried forth be lande.'
But the existence of the royal permission, and the

* Vide collision on Brighton Railway.—*Times*, Nov. 3, 1882. Ditto at Ballo Pill, Gloucestershire.—*Times*, Nov. 23, 1882. Ditto at Eryford, Great Western.—*Times*, Nov. 26, 1882.

NORMAN TOWER, BURY ST. EDMUND'S.



certainly that the remaining old masonry is not of Corn stone, contradict the poet. The quarries at Barnack are still open; and the stone used for the restoration of the Tower has been obtained, probably, from the identical pit whence the stone was originally procured."

The west view of the monastery, comprising the two fine churches of St. Mary and St. James, the noble Gate-Tower, and the beautiful Abbey Gateway, connected, as they were, by a high embattled wall, must have been unrivalled by any collection of ecclesiastical buildings in the kingdom, if not in Europe.

"Leland, who lived when the Abbey had reached its highest splendour, thus rapturously exclaims:—'The sun bath not above on a town more delightfully situated, on a gradual and easy descent, with a small river flowing on the eastern part; or monastery more illustrious, whether we consider its wealth, its extent, or its incomparable magnificence: you might indeed say that the monastery itself is a town; so many gates there are, some of them of brass; so many towers; and a church than which none can be more magnificent, and subservient to which are three others, also splendidly adorned with admirable workmanship, and standing in one and the same churchyard.' Sir Henry Spelman, too, in a Latin poem, written in 1621, speaks of this assemblage of buildings with no less warmth; asking, 'Why should I recount the walls terminated with battlements? Why should I extol the towers with folding doors, and, in their turn, the many interior buildings, rearing, with united roofs, their pinnacles to the clouds? You might call it a beautiful city within a small space.'"

The sum that has been spent is 3,470*l.*

WATERLOO BRIDGE COMPANY.—The half-yearly meeting of shareholders was held last week. The report stated that the tolls received during half-year ending 23rd August last, amounted to 9,318*l.* 8*s.* 1*d.* and for corresponding period last year to 10,704*l.* 9*s.* 10*d.* The foot-tolls received in last half-year amounted to 4,858*l.* 16*s.* 10*d.* while in 1851, during same time, they were 5,546*l.* 7*s.* 1*d.*; the horse-tolls also showed a diminution of 298*l.* 11*s.* 6*d.* This decrease was accounted for by the unusual traffic during the Great Exhibition. The committee reports that, after all usual deductions and payment of the half-yearly dividend of 3*s.* 6*d.* a balance in reserve of 3,786*l.* 14*s.* 11*d.* remains.

THE SOUTHPORT STRANGERS' CHARITY COMPETITION.

THE Building Committee of the Southport Strangers' Charity, at their meeting in September last, resolved that the plans for the proposed new building should be open to competition, the conditions being, that the best unsuccessful candidate should receive 20*l.* and the second best 10*l.*, the plans to be prepared and delivered by the 1st of October. The building, when completed, will accommodate 160 in-patients, and will contain kitchens for the use of each sex, board and consulting rooms, surgery, bath rooms, laundry, &c. The supposed cost will be about 5,000*l.* At a special meeting of the committee, held on Friday, the 26th ult. the plans were examined; and those sent in by Mr. Thomas Withnell, of Southport (the architect of the Town-hall there now in course of erection), were approved of; and he, of course, assumes the direction of the works. The money prizes were awarded to Mr. Porter, of London, and Mr. Greggan, of Manchester, architects. The building will be of brick, with stone and cement dressings and will be in the plain Tudor style of architecture. The site of the building is a plot of land near the Roman Catholic church, erected from the designs of the late Mr. Pugin, fronting the sea shore and Sea-bank road.

BOXING-DAY.

THAT day of misery approaches, and I am led to ask my brother tradesmen how long we are to submit to its infliction? How long will it be before masters give positive orders to those in their employ that they shall not pursue this degrading system of begging? and better still, desire those with whom they deal not to encourage it.

To effect the removal of this abuse there must be a combined movement, and I heartily wish that some of the influential firms in the building and building-material trade would commence it:—unless they do, the little men like myself have no chance of breaking through the custom of giving Christmas-boxes.

I feel sure you would lend the object your aid. No one can walk along the water-side upon Boxing-day without witnessing the drunkenness that results from the system, and no one can stop in his counting-house without being subjected to insult or imposition.